



COM003



'69 Torana.

For people who know
fun when they find it.

Holden's '69 Torana holds some big surprises. Some of them are for the eye; and some for the driver. Some of them will even surprise people who own a Torana already. Briefly, there are more doors. More comfort. And more safety. In fact, without having made it grow an inch, we've made it more Torana.

For the fun of it.

To help you see how the fun comes out, you'll need to know this: there are now six models to choose from. The regular two-door Torana. The two or four-door Torana 'S',

which is a little more luxurious. The two or four-door Torana 'SL'. (SL stands for Super Luxury, because that's what you get.) And the would-you-believe-it two-door Brabham Torana, which is a high performance version.

Although the '69 Torana is all its own kind of car, it's every inch a Holden. With all that means to you in terms of reliability. It also means that wherever you go in Australia, you'll find it easy to find a spare. And a mechanic who knows what to do with it. And who won't charge the earth for doing it. Keep reading...



69 Torana has
two doors or four.

You choose.

Torana makes itself your kind of car. Two big doors bring out the sport in you; four doors are for practical reasons. Like lifting small fry in and out. And letting the dog out without having a tail wagged in your face.

In both models, space-curve styling gives you plenty of elbow-room. There are cosy bucket seats for two up front; stretching room for two more in back. And room for a comfortable third.

With the '69 Torana, even the two door is easy to get in back of. The extra sized 43" front door swings wide, and

both bucket seats tip right forward. (Safety catches stop them doing it at the wrong time.) You just walk in, lean back, sigh, and relax.

As far as looks go, the pictures tell the story. Two doors or four, Torana still has that sporty, young shape that made it an immediate success. A shape that will still be fresh and wanted years from now when the time comes to trade.

You'll wonder how a low-priced car can look so big. And eager. But that's Torana...



'69 Torana is luxury in three degrees.

Torana. Torana 'S'. And Torana 'SL'.

Torana 'SL' is the silk road. It shows you off with special metallic colours, a distinctive grille, discreet but effective side mouldings and badges.

On the inside, 'SL' treats you to rich new trims, woodgrain highlights and cushy upholstery combinations that you'd only expect on a more expensive car. There's even an exclusive Castillon Weave upholstery option. Plushpile carpet flows around the floor. Extra sound-proofing keeps engine noise more firmly in its place. And a heater/demister, cigar lighter, handbrake warning light and even an automatic luggage boot light are standard equipment. You can see why we call it Super Luxury.

The Torana 'S' is also easy to live with. Like the 'SL' (and Torana) it has a stylish new interior. There are new colour combinations. New textured upholstery, which is better to look at, but still easy to keep clean. And still tough to damage.

Like all the '69 Toranas, the 'S' has a neat new instrument panel, with a pair of

matching circular dials, easy-to-read and deeply recessed to prevent reflections.

When you open either front door, a courtesy light lights up.

On the floor, you get easy-to-clean rubber mats, and they're colour-matched to the rest of the trim. The 'S' is for people who think that being practical is an important part of luxury, and it gives you plenty of both.

The regular Torana has a price as attractive as its styling. It gives you the essentials and lets you get on with your driving.

But with Torana, even the essentials are generous. Standard equipment includes new upholstery, new trim designs, a new instrument panel, dual sun visors, scuff plates on the door sills, and the bucket seats are fat with foam padding.

Your luggage gets looked after too. Boot volume is a big 16 cubic feet, and more to the point, all of it is usable. In it, you can fit the baby's carriage, a stack of parachutes, or a picnic lunch for 200.

The rear of a 4-door 'SL' with Castillon Weave upholstery. Thickly foam padded seating for three.



The 2-door 'S' with Griffin grain upholstery. Front lap/sash safety belts are standard equipment on all models.





A new instrument panel, with dials deeply recessed to prevent reflections, is standard equipment on all models.



A sporty four-on-the-floor, with synchromesh on every gear, is standard equipment on all models, with console standard on the 'SL'.

'69 Torana is spirited and obedient.

Torana has handling; the thing that makes a car a pleasure to drive. It's quick, responsive, and stable. On smooth city bitumen or gravel corrugations, the wheels stay stuck on the road. There's no fuss, no angry noises; you always know where you're going.

Full coil suspension is the main secret; plus good engineering.

Three years were spent getting it right. And it is right. Ask any motoring writer. Torana lets you play it your way under the bonnet. The basic engine is an eager power pack that does its job for hours on end without complaint. With 56 hp, performance is lively; but petrol economy is just as commendable.

To raise eyebrows now and then, opt for the 'Series 70' engine, with nearly 25% more power for quick manoeuvring in traffic, and safer passing on the highway. Handy to have in hand.

Like the stopping power of disc brakes. Available on any Torana, they're standard on the Brabham, and with the 'Series 70' engine. They stop you smoothly, safely, fast. And keep on doing it all down the mountain.

You can also make up your own mind about gearshifts. Standard equipment is a manual shift on the floor, with four speeds and synchromesh for each. Its short, sporty action is one of the things that got Jack Brabham interested in Torana. He'll tell you that it's as good as any you'll find this side of a race track.

But tastes differ. So if you go for the 'Series 70' engine, you can also have an automatic shift to make your changes for you. This three-speed unit is already in use on over five million cars around the world. Now it's been specially adapted to mate perfectly with Torana. And you.

From a standing start, the shifts it makes are so smooth that you'll barely notice them. But lower gears are available any time, for sprints or engine braking.

The control lever grows out of a modern console on the floor, with storage space for cigarettes and other oddments. And the selector indicator lights up at night. See what Torana does for you?



Be choosy: '69 Torana lets you.



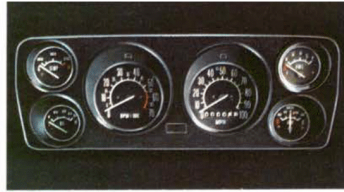
3-speed automatic transmission



11-transistor pushbutton radio



Wide tyres, red bands and trim rings



Instrument package with tachometer

Owning a Torana is like growing yourself a brand new body. With one difference; this time, you can suit yourself. Everything you need to find fun is standard equipment on the various models, but you can personalise them all to suit your special needs.

Like with a black or off white vinyl roof. A choice of radios to add variety. For hard driving, you can order wider rubber. And so on. Check the chart.

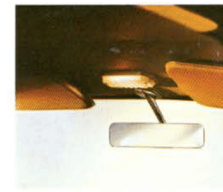
YES Custom feature available at extra cost
STD Standard equipment on this model
NA Not available on this model

The custom features listed on this page are factory-fitted to your order. But if you want to go a little further, it's economical to fit any of the wide range of GMH approved NASCO accessories. Your Dealer can tell you what they are and what they can do for your driving.

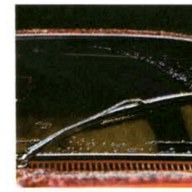
	TORANA 2-door	TORANA "S" 2 or 4-door	TORANA "SL" 2 or 4-door	BRABHAM TORANA 2-door
ENGINES: Regular (56 hp) "Series 70" (69 hp) Brabham (79 hp)	STD. YES	STD. YES	STD. YES	NA STD.
TRANSMISSIONS: 4-speed manual 3-speed automatic (with "Series 70" engine)	STD. YES	STD. YES	STD. YES	STD. NA

	TORANA 2-door	TORANA "S" 2 or 4-door	TORANA "SL" 2 or 4-door	BRABHAM TORANA 2-door
Disc brakes (mandatory with "Series 70" engine) Wheel trim rings	YES YES	YES YES	YES YES	STD. YES
RADIOS: Manual — 11 transistor Pushbutton — 11 transistor	YES YES	YES YES	YES YES	YES YES
TYRES: 5.50 x 12 4-ply Blackwall 6.20 x 12 4-ply Blackwall (mandatory with "Series 70" engine) 4-ply Whitewall 4-ply Premium S — Blackwall 4-ply Premium S — Whitewall 4-ply Premium S — Red band	STD. YES YES YES YES YES	STD. YES YES YES YES YES	STD. YES YES YES YES YES	NA NA NA NA NA STD.
INSTRUMENT CLUSTER: (Including tachometer, oil pressure, ammeter, and temperature gauges)	YES	YES	YES	STD.
Castillon Weave upholstery Vinyl covered roof (Black or Off-White) Heater/Demister	NA YES	NA YES	YES STD.	NA YES

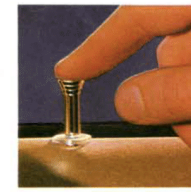
Except about safety.



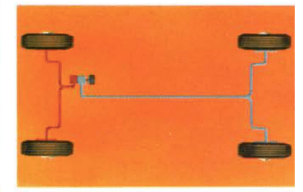
Breakaway mirror and soft sunvisors



Two-speed electric windscreen wipers



Child-proof door locks



Dual-circuit hydraulic braking

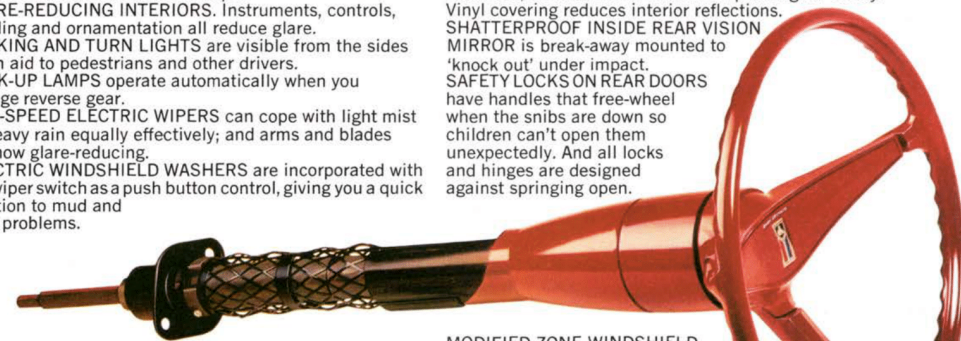
One thing that isn't left to choice or chance on the '69 Torana is safety. It's standard equipment, in two ways. First, Torana gives you driving safety with sure handling and predictable braking to help you out of tight spots. Secondly, Torana is ready for the worst. If an accident is unavoidable, Torana is there with far more safety features than any other car in its class.

SAFE TO DRIVE

DUAL CIRCUIT BRAKING. Front and rear brakes are operated by separate hydraulic systems. If pressure is lost in either system, the other still works, to stop you. **OUTSIDE REARVIEW MIRROR** is mounted on the driver's door to eliminate off-side blind spot. **GLARE-REDUCING INTERIORS.** Instruments, controls, padding and ornamentation all reduce glare. **PARKING AND TURN LIGHTS** are visible from the sides as an aid to pedestrians and other drivers. **BACK-UP LAMPS** operate automatically when you engage reverse gear. **TWO-SPEED ELECTRIC WIPERS** can cope with light mist or heavy rain equally effectively; and arms and blades are now glare-reducing. **ELECTRIC WINDSHIELD WASHERS** are incorporated with the wiper switch as a push button control, giving you a quick solution to mud and dust problems.

SAFE TO RIDE IN

ENERGY-ABSORBING STEERING COLUMN is a GM development. Under severe impact, the column will compress slowly up to eight inches to protect the driver from chest injuries. And the wheel has large flat surfaces. **FRONT SEAT LAP/SASH SAFETY BELTS** have easy to use push-button buckles, harmonise with your trim colour. Anchor points are provided for rear belts if required. **RECESSED INSTRUMENTS AND CONTROLS.** Knobs, switches, sunvisor mountings, door and window handles are designed to minimise injury in collisions. **SAFETY PADDING IS EVERYWHERE.** Torana's dash, sunvisors, even armrests have thick padding for safety. Vinyl covering reduces interior reflections. **SHATTERPROOF INSIDE REAR VISION MIRROR** is break-away mounted to 'knock out' under impact. **SAFETY LOCKS ON REAR DOORS** have handles that free-wheel when the snibs are down so children can't open them unexpectedly. And all locks and hinges are designed against springing open.



DOUBLE-SIDED SAFETY WHEEL RIMS on all models work to hold tyres in place if they deflate, let you control the car even if a tyre blows out. **FUSIBLE LINK WIRING** virtually eliminates any danger of fire due to electrical causes or accident. **POSITIVE CRANKCASE VENTILATION** returns oil fumes to the engine, reduces atmosphere pollution.

MODIFIED ZONE WINDSHIELD has a separately toughened zone which gives you driving vision even if the rest of the screen opaquess through shattering. **BUCKET SEAT SAFETY CATCHES** on two-door models positively lock seats in position when you're driving.

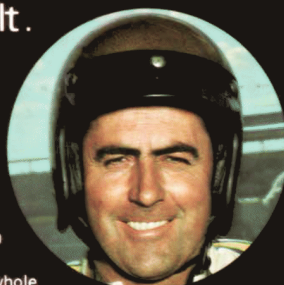
This is the one that Jack built.

The Brabham Torana. Jack built it so we'll let him tell it.

"What we aimed for was an extra-high performance version of what is already a very sporty motor car. We succeeded."

Under the bonnet is a high-compression twin-Stromberg version of the 'Series 70' engine which gives you 79 hp at 5,600 rpm. Brabham redesigned the inlet and exhaust arrangements to let the cylinders breathe easier. Among the changes are twin exhausts and manifolding, with straight through resonators and oversize tubing, twin low-restriction sports aircleaners, and other practical refinements.

The only change he wanted to make to the suspension was to sit the whole



issue on low profile 6.20 x 12 red band tyres. You've got them. It sits.

Other standard equipment on the Brabham Torana includes front disc brakes, an alloy-spoked woodrim wheel, that looks and feels like wood, a wooden gearknob with the Brabham badge, a special instrument cluster with a tachometer, and detailed gauges, an anti-glare rear vision mirror, and door-to-door carpeting.

Special paintwork makes the Brabham look as good as it goes. There are sporty black paintouts. Around the nose is a brisk, broad rally stripe. And there's another under the doors. Inside and out, you'll find Brabham's distinctive badge.

For light weight with torsional rigidity the body style is 2-door. For more information, drive it.



Fundamentals.

REGULAR ENGINE:
4 cylinders. Bore 3.062 inches. Stroke 2.400 ins. Capacity 70.7 cu. ins. Max. brake horsepower 56.2 at 5,400 r.p.m. Max. torque 66.5 lbs. ft. at 3,000 r.p.m. Compression ratio 8.5:1.

'SERIES 70' ENGINE:
Max. brake horsepower 68.9 at 5,800 r.p.m. Max. torque 68.7 lbs. ft. at 4,200 r.p.m. Compression ratio 9.0:1.

BRABHAM TORANA ENGINE:
Max. brake horsepower — 79 at 5,600 r.p.m. Compression ratio 9.0:1.

ENGINE FEATURES:
OHV 4-cylinder in-line engine. 3 bearing crankshaft with wide overlap between crank pin and main journals. Camshaft carried high on left hand side of cylinder block. Inclined valves operated by short pushrods and individual rockers. Zenith down-draught carburettor. Aluminium induction manifold with exhaust-heated vaporising chamber bolted to top face of cylinder head. Crankcase fumes conducted to induction system and consumed by engine. 'SERIES 70' engine has variable choke, constant depression, Stromberg side-draught carburettor, and twin outlet exhaust manifold.

BRABHAM TORANA has two Stromberg carburettors, twin sports aircleaners, triple exhaust resonators, and oversize exhaust pipes.

COOLING:
4 bladed 11.00 inch diameter fan (12.3 in. with automatic transmission). Radiator capacity 10.35 pints (11.35 if heater fitted).

CLUTCH:
Diaphragm spring action type, with mechanical operation and ball-bearing release.

FUEL TANK:
Capacity 8.0 Imperial gallons.

LUBRICATION:
Full pressure lubrication system. AC-Delco full-flow oil filter.

ELECTRICAL SYSTEM:
12 volt battery; 38 amp. hour capacity.

TRANSMISSION — MANUAL:
Four-speed, all synchromesh with floor-mounted gearchange. Short ball-mounted lever. Ratios — first, 3.765:1; second, 2.213:1; third, 1.404:1; top, 1.000:1; reverse, 3.707:1.

TRANSMISSION — AUTOMATIC:
Optional on Torana 'S' and 'SL' models, in conjunction with 'Series 70' engine. Floor-mounted gear selector (quadrant illuminated at night). Hydrokinetic torque-

converter (ratio infinitely variable between 2.3:1 and 1:1) coupled to three-speed planetary gear train.

BRABHAM:
Four wheel drum; tandem hydraulic master cylinders provide separate systems for front and rear brakes. Front with two leading shoes, rear with leading and trailing shoes. Front discs with power assistance are standard equipment with 'Series 70' engine and Brabham Torana.

SUSPENSION:
Front: independent short and long arm

type with coil springs and rubber bump stops. Ball-jointed steering knuckles. Rear: four-link type with rubber bushed suspension arms and coiled springs. Hydraulic double-acting telescopic shock absorbers front and rear.

REAR AXLE:
Salisbury rear axle of 3.89:1 ratio with all manual transmission models fitted with 56.2 hp engine. 4.125:1 with automatic transmission, 'Series 70' engine option, and Brabham Torana.

STEERING:
Energy-absorbing steering column on all models. Rack and pinion, overall ratio 16.5:1. Turning circle 31.25 ft.

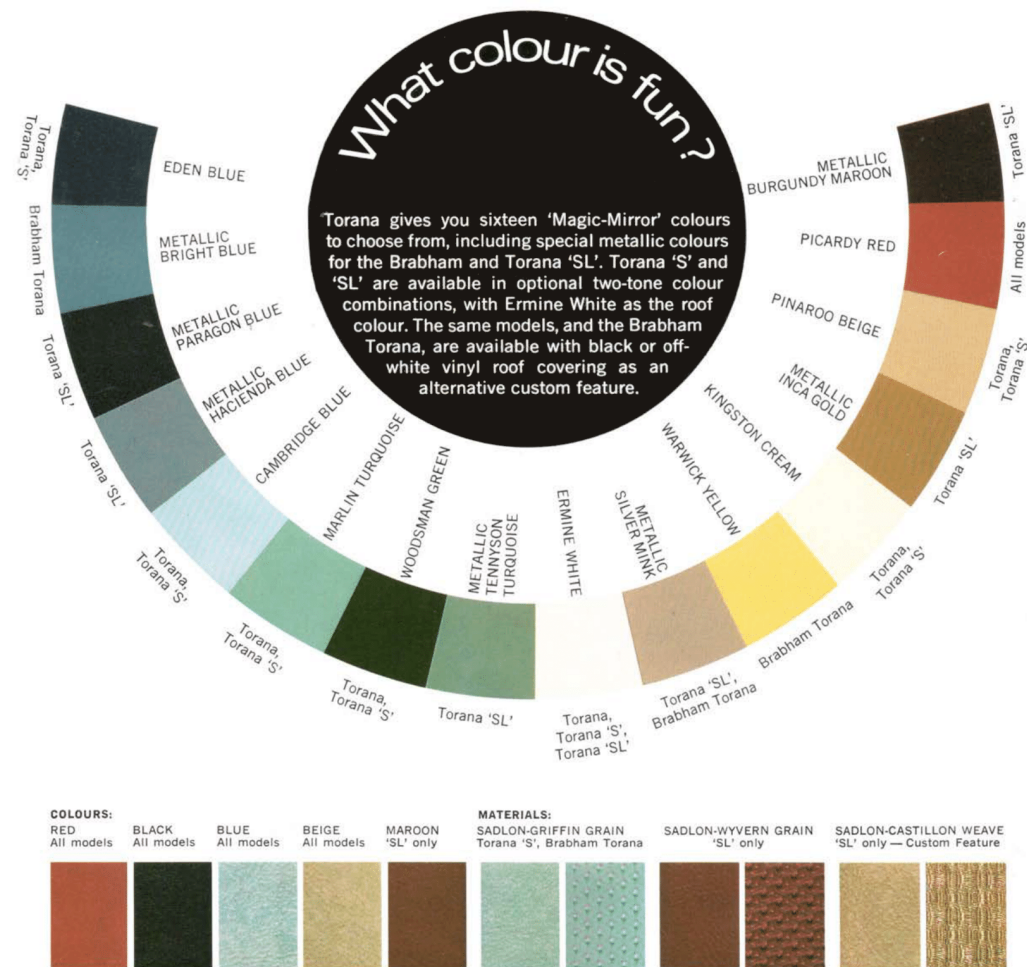
WHEELS AND TYRES:
Short-spoke disc rim wheels, size 4.00J x 12, with inner and outer safety beads. 5.50 x 12 4-ply tubeless blackwall tyres are standard, except Brabham Torana which features 6.20 x 12 Premium-S red band.

LIGHTING:
Sealed beam headlamps. Floor dimmer switch. Parking lights in valance below bumper bar. Front turn signals combined with parking lights. Rear turn signals above combined tail and stop light. Back-up lights in rear turn-signal lights, automatically switch on when reverse gear is selected. Passenger compartment light. Instrument panel lighting. Illuminated quadrant on automatic models.

DIMENSIONS:
Wheelbase 95.8 ins. Track 51 ins. (51.6 in. where disc brakes are fitted.) Overall height at kerb weight 54.5 ins. Overall width 63.0 ins. Overall length 161.3 ins. Approximate kerb weights: 2-door — 1,744 lbs.; 4-door — 1,803 lbs.

The GMH WARRANTY protects your Torana for 12 months or 12,000 miles. In addition, the GMH Guardian Maintenance Plan provides for free inspection and adjustment by your GMH Dealer at the first 2,000 miles. Confidential Time Payment: General Motors Acceptance Corporation provides confidential time payment facilities through Holden Dealers throughout Australia.

PLEASE NOTE
Various optional custom features are illustrated on vehicles pictured throughout this brochure. Refer to page 10 for a comprehensive list of the personalizing features you can order with your '69 Torana. These specifications are correct as at the time of printing, but the right must be reserved to alter any equipment or specification without notice.



Interior trims are keyed to match your exterior colour choice. Before finalising your trim decision, check with your Holden Dealer on the combinations available. There are four basic trim tones: Red,

Black, Blue and Beige. The fifth, Maroon, is exclusive to 'SL' models. Sadlon is the basic upholstery material. On Torana 'S' and Brabham, it combines with new, soft, semi-perforated Griffin Grain

in any of the four basic colours. On the 'SL' a third, even more luxurious Wyvern grain combination is regular equipment. And Castillon Weave is the nylon fabric custom feature.

All the worrying is done for you.

Torana lets you have fun because GMH do all the worrying in advance. Every part of Torana has to prove itself beyond doubt. At the GMH Proving Ground and at the GMH Technical Centre, every component goes through the equivalent of hundreds of thousands of miles of normal motoring. So your new Torana is as tough as

engineering integrity can make it. The proof comes when it's time to trade; meanwhile you'll enjoy the benefits, too. For example, the paint work will stay bright years longer. The new 'Rustgard' process protects against corrosion, starting with special preparation of key panel areas. Three layers of 'Magic-Mirror' acrylic

lacquer give the final shiny surface its unique resistance to dulling. (Choose your colour carefully, you'll have it for years.) And the chromework will stay bright, thanks to our 'Dur-Ni' process which virtually triples corrosion resistance. When we build a new car, we build it to stay that way.



So drive it...

Holden's sporty leader of the low-price field .

